

Accident No. 173-6-6-3

Date

Checked by \_\_\_\_\_

7-2-43

Analyzed by \_\_\_\_\_

MBB7-3-43Copied for Wright  
Field by \_\_\_\_\_Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

06

(Nature Group)

Landing

(34

(Specific Nature)

wheels up

(50

(Underlying Nature)

Landing gear not lowered

05

(Cause Group)

100% Pilot error - Carelessness

(34

(Specific Cause)

Carelessness

(17

(Underlying Cause)

Lack of care while landing.MBB

WAR DEPARTMENT  
A. A. F. Form No. 14  
(Revised May 15, 1942)

WAR DEPARTMENT  
U. S. ARMY AIR FORCES  
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. **052**

(1) Place **47-351 South Carolina** (2) Date **June 6, 1943** (3) Time **0002 HRT 47**  
AIRCRAFT: (4) Type and model **B-26 B20-14** (5) A. F. No. **41-31747** (6) Station **Little Beach Bombing Range**  
Organization: (7) **2d AF** (8) **391st Bomb** (9) **75th Bomb**  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	Warneck, R. D.	P	0-750717	2nd Lt.	01	AC	3AF	none	none
04	Wellhouse, H. A.	P	0-791185	2nd Lt.	01	AC	3AF	none	none
65	Lanford, R. H.	H	0-666686	2nd Lt.	01	AC	3AF	none	none
71	Wells, R. H.	R	0-714119	1st Lt.	01	AC	3AF	none	none
69	Robert, R. H.	C	0-8207300	S/Sgt.	01	AC	3AF	none	none
62	Brookbank, J. H.	C	11032197	S/Sgt.	01	AC	3AF	none	none
68	Locke, J. H.	X	0-8108077	Sgt.	01	AC	3AF	none	none

PILOT CHARGED WITH ACCIDENT

(20) **Warneck, R. D.** (21) **0-750717** (22) **2nd Lt.** (23) **01** (24) **AC**  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) **2d AF** (26) **391st Bomb** (27) **75th Bomb** (28) **Little Beach Bomb. R.**  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) **2d AF** (30) **391st Bomb** (31) **75th Bomb** (32) **Little Beach Bomb. R.**  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) **Pilot** (34) **10-30-42** Present rating (35) **Pilot** (36) **10-30-42** Instrument rating (37) **1-23-43**  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:  
(at the time of this accident)

(38) This type **17.0** (39) This model **17.0** (40) Last 90 days **17.0** (41) Total **17.0**  
(42) Instrument time last 6 months **17.0** (43) Instrument time last 30 days **17.0**  
(44) Night time last 6 months **17.0** (45) Night time last 30 days **17.0**

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <b>5</b>	Complete wreck
(47) Engine(s) <b>5</b>	Complete wreck
(48) Propeller(s) <b>5</b>	Complete wreck

(50) Weather at the time of accident **00**

(51) Was the pilot flying on instruments at the time of accident **NO**  
(52) Cleared from **Little Beach** (53) To **34-33-22-12** (54) Kind of clearance **2000000**

(55) Pilot's mission **Navigation Flight** **62**

(56) Nature of accident **Landing accident** **NG-SX-2N**  
**06-34-50**

(57) Cause of accident **Left main wheel not fully extended and locked when landing.**  
**100% Pilot error - Carburetor** **06-34-20**  
**05-34-19**

RESTRICTED

16-48-10-1



## DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition.)

Pilot was landing ship upon completion of night mission about 0003ZWT, June 5, 1943. Upon landing, left main gear buckled, due to not being fully extended and locked.

In the opinion of this committee the pilot was careless in that he did not avail himself of the checks provided to positively assure himself that the landing gear was down and locked. Further, the pilot landed the airplane after being assured that only one main wheel was down, and before being assured the left wheel was also down, other than glancing at the wheel indicator, which after check showed the left main gear not to be fully extended. After further investigation, it was disclosed that the locking pin had not been actuated for the left main gear.

RECOMMENDATIONS: That steps be taken by local authorities to insure the compliance, by pilots, with all procedures outlined for landing, and further, pilots be impressed with the serious results possible by a few moments inattention or carelessness.

Signature

*Bernard J. Stralser*  
BERNARD J. STRALSER, 1st Lt., AG  
(Investigating Officer)

*Eugene R. Houbert*  
EUGENE R. HOUBERT, 1st Lt., AG

*Richard S. Anderson*  
RICHARD S. ANDERSON, Capt., AG

Date June 19, 1943

## STATEMENT

June 7, 1943

Upon entering 45° leg of traffic pattern landing gear lever and flap lever were placed in up position from neutral. The tower was contacted and landing instruction were given to land on the North - South runway to the South.

Upon turning on the base leg of traffic pattern the R.P.M. was increased to 2300. Then the tower was contacted for permission to land. As turning on final approach the wheels were put in down position. The air speed at this point was 165 M.P.H. Then reduced to gliding speed of 150 M.P.H. The indicator showed that the wheels were in down position. Upon breaking the glide for a normal landing the ship seemed to have landed on one wheel and I thought I had landed one sided so I tried to hold it level and when completely stalled the prop I noticed was hitting the runway. Then I pulled the master switch and tried to hold the ship straight. The Co-Pilot opened the hatch at that time. Then when the plane hit the ditch and stopped suddenly, we all got out thru the hatch in the Pilots compartment. Upon getting out everybody checked present and about that time field authorities were present.

/s/ ROLAND D. WARNOCK  
2nd Lt., AC, O-731707  
Pilot.

A TRUE EXTRACT COPY:

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigations Officer



## STATEMENT

June 7, 1943

We placed wheels in up position upon entering traffic. Flew a normal pattern at 1500 ft. called tower when on base leg and was cleared to land. I placed wheels in down position while turning on to approach. I checked the instrument panel and the wheel indicator was in the down position. I made a visual check on the right wheel from the Co-pilots' seat. I asked the rear gunner to make a check on the left.

As we were breaking our glide the gunner called that something was wrong with the left wheel. As the ship was approaching stalling speed we could not pull up. I reached forward and put my hand near the master switch so as to be ready to cut it off. As soon as I knew the prop was touching I cut it off the switch and then reached up and opened the pilots escape hatch.

The plane started off to the left in a slight turn. Then spun around and struck the embankment. All of the crew escaped through the pilots hatch.

/s/ HENRY A. WELLHOUSE  
2nd Lt., AC 0-795185

A TRUE EXTRACT COPY:

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigating Officer

## STATEMENT

June 7, 1943

In reference to the damage caused to the B-26 B20 41--1747 there was no apparent failure during the approach to land. Upon landing there did appear to be a structural failure as one wheel either did not lower or would not bear the weight of the plane. After the initial sag of the wing Lt. Warnock (pilot) lifted the wing and held it high until the last of the lift had been expended. Just before the moment of the crash both pilot and co-pilot reached for the battery and main switches and opened their respective escape latches to expediate clearing of the wreckage.

/s/ EDWIN H. LANFORD  
2nd Lt., Ac  
B.N. 575 Bomb sqdn (M)

A TRUE EXTRACT COPY:

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigating Officer



STATEMENT

June 7, 1943

I heard the pilot call the tower and get cleared to land.  
He was coming in on usual approach. The armour gunner asked me if the  
left wheel was OK. I couldn't be sure.

Landing instruments were checking OK. The gunner warned the  
pilot just seconds before we hit the ground.

/s/ T/SGT GEORGE WELLS  
Radio-Gunner

A TRUE EXTRACT COPY:

*Eugene R. Trombly*  
EUGENE R. TROMBLY  
1st Lt., Air Corps  
Accident Investigating Officer

## STATEMENT

June 7, 1943

As a crew member of the ship 747 this is what I observed.  
I was sitting behind the pilot when the crash occurred. We circled  
the field twice with the wheel control in the up position. When we  
made our approach the co-pilot pushed the gear in the down position.  
As much as I could see everything was right. I did not know the left  
wheel was not down until after we landed.

/s/ S/SGT BILLY W. BAKER  
575 Bomb Sqdn

A TRUE EXTRACT COPY:

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigating Officer

enc 48



STATEMENT

June 7, 1943

The wheels and flaps handle was placed in the up position a few minutes prior to making the last turn on the approach. When making the turn the wheels were placed in the down position. The indicator indicated that the wheels were down and lock and there was no drag on the plane indicating that only one wheel was down, but upon touching the runway the right wheel touched and the plane started to fall to the left side but didn't touch until the props hit the ground. When this was learn't it was then to late to try and takeoff again but instead the switches where switched off to decrease the possibilitys of fire. The copilot released the escape hatch immediately after he noticed the left wheel was not down and locked.

After cutting the switch the pilot pulled back on the stick to put the tail down to increase the possibilities of stowing down the plane. After the left wing hit the ground we started turning around we left the runway about halfway down during this time the plane was turning around whereupon we hit an imbankment with the right side of the ship which stop us completely.

/s/ S/SET EDWARD H. BROCKELBANK  
11032199

A TRUE EXTRACT COPY:

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigating Officer

STATEMENT

June 7, 1943

In regard to the landing of ship no. 747 I do <sup>know</sup> not what was  
done as it was my first time up. I do wish to go up with the same  
man when I go up again.

/s/ JOSEPH M. LOCKE

A TRUE EXTRACT COPY:

*Eugene R. Trombly*  
EUGENE R. TROMBLY  
1st Lt. Air Corps  
Accident Investigating Officer

acc 9



HEADQUARTERS 391ST BOMBARDMENT GROUP (M) AAF  
MYRTLE BEACH BOMBING RANGE

A-W-p

Myrtle Beach, South Carolina,  
June 9, 1943

Statement of COLONEL GERALD E. WILLIAMS, Commanding Officer,  
391st Bombardment Group (M) AAF Myrtle Beach Bombing Range, Myrtle  
Beach, South Carolina:

"I witnessed the aircraft accident referred to in Accident  
Report dated June 5, 1943 involving B-26B20 airplane No. 134-747.  
The approach appeared normal but with the airplane only a few feet  
above the run-way, the left gear was still retracted and the wheel  
nacelle doors only partially open.

Arriving at the crash as the last of the crew members emerged,  
I overheard the engineer-gunner remark to the pilot that upon visual  
check, he (engineer-gunner) had observed the gear still retracted but  
could not warn the pilot in time to avert the landing.

Inspection disclosed that the right main gear was down and  
locked but that the down lock pin on the left gear had not been  
fired. The right landing gear indicator was out as a result of the  
crash but the indicator for the left main gear indicated the gear  
partially retracted.

I concur in the statement that there was no evidence of material  
failure.

/s/ GERALD E. WILLIAMS  
t/ GERALD E. WILLIAMS  
Colonel, Air Corps,  
Commanding

A TRUE EXTRACT COPY

*Eugene R. Trombley*  
EUGENE R. TROMBLEY  
1st Lt., Air Corps  
Accident Investigating Officer

*Enc 2*

575TH BOMBARDMENT SQUADRON (M) ARMY AIR FORCES  
391ST BOMBARDMENT GROUP (M)

Myrtle Beach,  
South Carolina,  
June 6, 1943.

C E R T I F I C A T E

1. At 2400, June 5, 1943, B-26B20 Airplane, Serial No 41-31747, was severely damaged upon landing at Myrtle Beach Bombing Range, Myrtle Beach, South Carolina.

2. Damage occurred due to the left landing gear not being fully extended and locked at time of landing. The left landing gear folded up and the airplane veered to the left off the runway until coming into contact with a ditch and bank of ground about fifty (50) yards to the left of the paved strip.

3. Damage occurred through no fault or neglect of anyone in the Engineering Section of this Organization.

4. Damage was incurred during authorized operation of the aircraft.

*Lemuel E. Dougherty*  
LEMUEL E. DOUGHERTY,  
1st Lt, AC,  
Asst Eng O.

1 Incl  
Incl 1 - Copy of clearance slip







HEADQUARTERS MYRTLE BEACH BOMBING RANGE  
Myrtle Beach, South Carolina

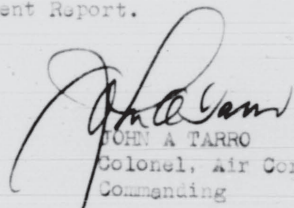
BJS/JAT/ebg

June 18, 1943

SUBJECT: Report of Aircraft Accident.

TO : Commanding General, Army Air Forces, Washington, D. C.

1. Inclosed herewith Form 14, Accident Report.

  
JOHN A. TARRO  
Colonel, Air Corps  
Commanding

11 Incls:

- Incl 1 - AAF Form 14
- Incl 2 - Statement of Group Commander
- Incl 3 - Statement of Pilot
- Incl 4 - Statement of Co-Pilot
- Incl 5 - Statement of Navigator
- Incl 6 - Statement of Radio Operator
- Incl 7 - Statement of Engineer
- Incl 8 - Statement of Gunner
- Incl 9 - Statement of Passenger
- Incl 10 - Statement of Asst. Group Engineering Off.
- Incl 11 - Photographs



ARMY AIR FORCES  
HEADQUARTERS FLIGHT CONTROL COMMAND  
WINSTON-SALEM, NORTH CAROLINA

For Action AIU  
For Info. CS  
For File M&R

DATE 6-27-43

☐ T. W. X.

☒ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO.

WU3 43/42 GOVT WH MYRTLEBEACH SOCAR 334P JUN 27 1943  
GO AFAC WN

REUTEL MY 8 28/27 FORM FOURTEEN COVERING AIRCRAFT B TWENTY SIX  
B DASH TWENTY PILOT SECOND LT R.D. WARNOCK FORWARDED COMPLETE  
ORIGINAL TO CG AAF WASHINGTON DUPLICATE TO CG 3AF TAMPA FLA  
AND TRIPLICATE PLACED IN FILES IN COMPLIANCE AAF REG 62-14  
TARRO COMBBR.

MY8 28/27 B B CG AAF CG 3AF AAF REG 62-14.

MASTER COPY

31315-43

43-6-6-3

76

26 June 1943

Hq. Flight Control Command

LT. TERRY

Winston-Salem, N. C.

CO MYRTLEBEACH BOMB RANGE

MYRTLEBEACH S C

X

WBT/BM/cc

REQUEST AAF FORM FOURTEEN COVERING AIRCRAFT B TWO SIX B DASH TWENTY  
PILOT SECOND LT R D WARNOCK JUNE SIX BE FORWARDED THIS HQS AND AFCDP

HARRIS CO AFAPC

OFFICIAL

43-6-6-3

1/1

ARMY AIR FORCES  
 HEADQUARTERS FLIGHT CONTROL COMMAND  
 WINSTON-SALEM, NORTH CAROLINA  
 DATE 6-8-43

For Action AIU  
 For Info. CS  
 For File 12R



T. W. X.



TELEGRAM



RADIO

INCOMING  
 MESSAGE NO. 15G 5

15G 5 ARL 234 JUNE 8/43  
 V 1B363 16/3217 JUNE 6 1522Z

6 JUNE 1943, 0003 EWT, MYRTLE BEACH SOUTH CAROLINA B. R. D.  
 WARNOCK, 2ND LT, AC, AUS, 3AF, 1BBR, MYRTLE BEACH S C C. LANDING  
 ACCIDENT, WHEELS RETRACTED ON LANDING D. PILOT. R. D. WARNOCK, 2ND  
 LT., AC, AUS, 3AF UNINJURED CO PILOT. W. A. WELLHOUSE, 2ND LT, AC, AUS  
 3AF UNINJURED NAVIGATOR. E. H. LANFORD, 2ND LT. AUS, 3AF UNINJURED  
 RADIO OPERATOR. E. M. WELLS, T/SGT., AC, AUS, 3AF, UNINJURED GUNNER.  
 B. W. BAKER, S/SGT., AC, AUS, 3AF, UNINJURED ENGINEER. E. H. BROCK  
 KELBANK, S/S GT., AC, AUS, AUS, 3AF, UNINJURED PASSENGER. J. N. LOCKE,  
 CPL, AUS, AC, 3AF, UNINJURED W. NAVIGATION FLIGHT F. CAVU G. 131747  
 B-26 B20 NA H. 1BBR, MYRTLE BEACH, SOUTH CAROLINA I. COMPLETE WRECK  
 J. UNKNOWN K. WINNER ROBINS SUB-DEPT MACON GA NOTIFIED L. NONE  
 M. FACC NOTIFIED.

SISB MAUER CO 1BBR

RECD IN AAF HHSB CENT 061551Z

RECD BY AFAFC 070352 EWT

RELEASED TO T/X 071015 EWT

121045 EWT

MASTER COPY

313:5-43

43-6-6-3



ARMY AIR FORCES  
 HEADQUARTERS FLIGHT CONTROL COMMAND  
 WINSTON-SALEM, NORTH CAROLINA  
 DATE 6/7/43  
☒ T. W. X. ☐ TELEGRAM ☐ RADIO  
 For Action ATU  
 For Info. CS  
 For File M&R

INCOMING  
 MESSAGE NO. 6 ARL 234 June 7/43  
 Z MYRTLE BEACH S C 060534Z  
 COMMANDING GENERAL ARMY AIR FORCES  
 WASHINGTON DC

COBOMGR 391 U031A PERIOD MYRTLE BEACH BOMBING RANGE S C JUNE 6 1943  
 0005EWT MYRTLE BEACH S.C. WARNOCKROLAND D. 2ND LT ORC 3AF MYRTLE  
 BEACH S.C. LANDING ACCIDENT PILOT ROLAND D WARNOCK SECOND LT ORD 3AF  
 NO INJURIES CO PILOT HENRY A WELLHOUSE SECOND LT OREC3 AF NO INJURIES  
 BOMB NAV EDWIN H LANFORD SECOND LT ORC3AF NO INJURIES ENGINEER EDWARD  
 H BROCKENBANK STAFF SERGEANT AUS NO INJURY GUNNER BILLY W BAKER  
 STAFF SERGEANT AUS NO INJURIES OBSERVER JOSEPH M LOCKE CORPORAL AUS  
 NO INJURIES NIGHT NAVIGATION CROSS COUNTRY QAVUE-26B20 AC NO 41-31747  
 MYRTLE BEACH SOUTH CAROLINA DESTROYED GEAR PARTIALLY EXTENDED TURNED.  
 OVER TO MYRTLE BEACH BOMBING RANGE NONE

WILLIAMS

RECD IN AAF MSG CENT JUNE 6 1138Z

RECD IN AFAFC 070851EWT

RELEASED TO TEX 071000EWT

LM071035EWT.

**MASTER COPY**

313:5-43

43-6-6-3

Z MYRTLE BEACH SC 080574Z JUN

COMPARING CURRENT ARMY AIR FORCES

WASHINGTON DC

CONDUCT FBI MORTUARY PERIOD MYRTLE BEACH BOMBING RANGE S.C. JUNE 6 1943

000500Z MYRTLE BEACH S.C. WATSON ROLAND D. 2ND LT ORG 3AF MYRTLE BEACH

S.C. BOMBING ACCIDENT PILOT ROLAND D. WATSON 2ND LT ORG 3AF MYRTLE BEACH

3AF 1ST JUNE 1943 PILOT ROLAND D. WATSON 2ND LT ORG 3AF MYRTLE BEACH

3AF 1ST JUNE 1943 PILOT ROLAND D. WATSON 2ND LT ORG 3AF MYRTLE BEACH

EDWARD H. BROCKBANK STAFF SERGEANT AUS NO INJURIES GUNNER BILLY W. BAKER

STAFF SERGEANT AUS NO INJURIES OBSERVER JOSEPH H. ROCKWELL CORP ORAL AUS NO INJURIES

RIGHT NAVIGATION CROSS COUNTRY CAVES 26820 AC NO I-31747 MYRTLE BEACH

SOUTH CAROLINA OBSERVED GEAR PARTIALLY EXTENDED TURNED OVER TO MYRTLE BEACH

BOMBING RANGE REPORT

WILLIAMS

REC'D BY AIR FORCE COM JUNE 6 1943

RE

DISTRIBUTION

AFHQ (7cys)

AFHQ (7cys)

AFHQ

AFHQ

AFHQ

AFHQ

AFHQ

AFHQ (7cys)

AFHQ

DIR. FLYING SAFETY

1943 JUN 7

RECEIVED  
JUN 9 13PM



RECEIVED  
MR. AAF. DIRECTOR  
OF FLYING SAFETY

43-6-6-3



V 1B363 0016 3217 JUNE 6 1522Z

6 JUNE 1945, 0003Z EDT, MYRTLE BEACH SOUTH CAROLINA B. R. D. WARMOCK, 2ND LT., A  
AUS, 3AF, MBBR, MYRTLE BEACH S-C C. LANDING ACCIDENT, WHEELS RETRACTED ON LANDING  
D. PILOT, R.D. WARMOCK, 2ND LT., AC, AUS, 3AF, UNINJURED CO PILOT. H.A. WELLMON, 2ND  
2ND LT., AC, AUS, 3AF UNINJURED NAVIGATOR. E.H. LANFORD, 2ND LT., AC, AUS, 3AF, UNINJURED  
RADIO OPERATOR. E.M. METZ, T/SGT., AC, AUS, 3AF, UNINJURED GUNNER. B.W. BAKER,  
S/SGT., AC, AUS, 3AF, UNINJURED ENGINEER. E.H. BROCK KREBAK, S/S GT., AC, AUS, 3AF,  
UNINJURED. PASSENGER. J.M. ROCKE, CPL, AUS, AC, 3AF, UNINJURED E. NAVIGATION  
FLIGHT 1. CAVU G. 131747 B-26 B20 NA H. MBBR, MYRTLE BEACH, SOUTH CAROLINA  
I. COMPLETED CHECK J. UNKNOWN H. WARNER ROBINS SUB-DEPOT MACON GA NOTIFIED LA  
NONE M. AHEAD NOTIFIED

SINCE 1000Z CO MBBR

READ IN AAF HMSC CMT 061551Z  
JUN

DISTRIBUTION

AFMMP (3cyps)	AFBEO
AFDMS (4cyps)	AFHSC
AFATC	AFHED-2
AFMWS-2	AFRTW (2cyps)
	AFSA S

JUN 9 13AM



HQ. A.A.F.  
DIR. FLYING SAFETY

1945 JUN 7 AM 8 52

RECEIVED

43-6-6-36-21

43-6-6-3